

TPR Racing Rules

You will need to be up to date with these rules to race in any of our current racing series, if you are a team manager then it is your responsibility to keep you drivers updated also.

1 - Race Entry:

Race entry is now required but only in a few situations. This is achieved by simply completing a single lap on the server by 6pm on race night so it can be seen by admins on LiveRacers.

Failure to do so will render you unable to race on race night in the event of the number of drivers wishing to race being over the number of drivers the server can handle. Whilst we have TPR 1 online we can run up to 30 driver with a free slot for the Pace Car when required, if TPR 1 is down and we are using TPR 2 then we are restricted to only 18 drivers, which can be increased to 19 if no Pace Car is required. Priority will be given to drivers sitting higher in the series standings at the admins discretion, best way not to miss out on the night is get in early and set a few laps and if you have a bad run don't give up as any points could help give you priority on any given night should this rule come into effect

This achieves several things:

- 1) That drivers have shown that they have the mod and the track installed and will cause no issues for admins or other drivers on the night.
- 2) This will give us the ability to see how many drivers we are going to have on race night and whether or not we need to take precaution for more drivers to be able to compete, maybe a second shorter event on the night could be utilised for any drivers missing out on the main series races.

2 - Qualifying:

The format is dependent on the series that is currently running. Please make sure that you read what any league director may post on the appropriate TAB or the forum on the website for each series and keep up to date.

3 - Race formats:

Race formats vary from series to series so like qualifying please make yourself aware of what any league director may post on that appropriate series TAB or the forum on the website.

4 - Safety Car deployment:

In some of our events we run a SC that is driven by our resident SC driver. When the SC is deployed the SC driver will make use of several quick chat buttons, the SC driver will also be able to issue voice commands to drivers but it is only a 1 way communication process, so please listen carefully to the SC Driver.

QC1 - *Safety Car deployed.* - When you see this message and you are P1 and you come up behind the SC you must slow down and start to follow it. If you are not P1 then you are not expected to slow down and follow the SC. If for example the driver in P1 pits before they reach the SC then the new driver in P1 should start to follow the SC when they come up behind it. There is to be no passing whilst under the SC. if you are behind a slower car then so be it you must remain behind that car until they either pit or accidentally run off the track whilst under SC. **At no time should drivers who are a lap down run off the track on purpose to allow faster drivers through or cars a lap ahead of them through – PENALTIES WILL APPLY IF THIS HAPPENS.**

QC2 - *Safety Car in this lap.* - This means that the SC will be returning to the pits at the end of this lap. If you have not reached the back of the queue then you will have to deal with your track position when the race goes back to green flag.

QC3 - *Car behind SC not P1 pass SC now!* If you are not P1 but have come up behind the SC and fallen in behind it then the SC driver will give you this call, sometimes there is confusion by some drivers under the SC so unless you have been told to hold position behind the SC DON'T only P1 has to fall in behind it.

QC4 - *P1 now SC, maintain 80kph.* - At this point the driver in P1 is now basically the SC and has the job of keeping everyone at 80kph until the SC is clear.

QC5 – *Safety Car clear, P1 can go when ready!!* - At this point the SC driver will make the call when the driver now in P1 can go from at any time with having to say anything simply pick a point in time and restart the racing, the driver in P1 does not have to go straight away they have the choice as to when they start to accelerate back up to racing speed. SO PAY ATTENTION.

5 - Blue Flags:

The rules are basic. If you are being lapped please get off the racing line so that the car lapping you can lap as easily and quickly and not be impeded. Since we are all generally on TS together then it is very easy to make use of either the TS feature and say “Jimmy coming up on you” they will know you are going to be lapping you and will drive accordingly, or the "VEH LABELS" button and the “LOOK BEHIND” button together to be aware of who you are either lapping or are being lapped by, as the drivers name is shown when using the veh labels and the look behind buttons together.

Simply diving up the inside with no warning will cause an accident and possibly have you being protested against, so be aware of what is going on around you at all times.

Simply saying you didn't know is not an excuse to avoid any situation where you may be penalized for not being aware of what is going on around you during a race.

6 - Yellow Flags:

When an incident happens and you see a yellow flag ahead please proceed with caution, it is not an opportunity to make up ground or pass someone. NO PASSING can be made under a yellow flag, if it does occur by accident then please re address so that you can't be protested post-race. If you have caused a yellow flag situation proceed with extreme caution when reentering the racing surface. It will be looked upon very badly for you post-race. If you cause a follow on incident after a spin or an off track excursion please announce it on TS so drivers approaching can be aware of the situation. For example: if you have spun just off a corner and other cars are approaching then say on TS "driver x spun coming out of the hairpin! I am in the middle of the track atm", this achieves several things,

A) Drivers approaching are now aware of your situation and can do their best to avoid you.

B) Gives you time to look at where you are and to stop yourself from doing a flick spin right in front of approaching cars and causing a follow on incident. If you are rejoining the track after an off track excursion then simply do so safely with the respect of your fellow drivers in mind. There are several ways to tell if there are cars approaching your position, so saying "sorry, I didn't see you coming" is unacceptable.

C) Lift off the throttle as **NO PASSING IS ALLOWED UNDER A YELLOW FLAG !**

7 – Race Incidents:

In the situation that two cars come together during a race the following rules apply.

A) if you are the following car and you cause **ANY** car in front of you to spin or leave the racing surface then you must re-address by one of the following scenario's,

- 1) stop (**YES** I mean a complete stop... (**NOT** slowly driving along waiting for the other driver to catch up or driving off at full pace to let the other driver through when they catch up), and then you must allow the driver you have hit or spun to regain the track in front of you before you resume racing, you must wait at least **ONE** corner before overtaking that driver after you have re-addressed.
- 2) Or do a drive through (of the pit lane) to serve the penalty if you have already left the scene of the incident let the other driver know that your doing a drive through. So as not to cause any or as little aggravation on TS during the event.
- 3)

If you do not do either of these things then you can expect the equivalent of a drive through penalty after the race.

B) If you are in a battle and squeeze someone off the track by not giving them racing room you must re-address, **Racing Room** is defined as at least 1 car width of space on

the inside/outside of the corner so a pass can be attempted whether that space is provided on the inside or the outside is immaterial it is mandatory. if you do not then you can expect the equivalent of a drive through penalty after the race.

C) Once you pick a racing line for yourself then you must stick with it, if the car you are racing is alongside you or have any overlap with another competitor. You cannot change line because you are entering the braking zone. This rule is intended to stop drivers from blocking other drivers to help encourage more racing rather than defensive driving and straight out blocking into corners we are here to race let's keep it Hard but FAIR!

It would not hurt to let drivers you are racing with that you are indeed on the inside or outside to try to help avoid any incidents but beware of using false notifications to gain positions and those drivers review the replay to see that you were not even overlapping them when you made the call, any sort of call on TS should only occur when there is indeed overlap and at no other time unless it is a lapping car situation which is covered in section 5.

This section can be expanded at any time to help admins keep the racing clean.

8 - Protests:

If any incident ever occurs you are free to make a protest to resolve the situation by getting an admin to look at it via the replay system.

This can happen ONLY one way:

Now there is a new section of the forum dedicated to protests. You can only lodge a protest through this section following the guide lines set out in that section. They are the same as below.

Mandatory information required:

- 1)** You must state the race incident occurred in, ie "**2015 TPR V8SC Round 5 Race 3**".
- 2)** You must give a time stamp and lap number from the server replay, ie "**Time stamp 357 seconds on lap 51**", server replays can be downloaded from the results and server replays section of the series that the protest you are lodging is from, they can be added to be viewed in rF2 by copying them once they have been downloaded to your userdata/replays folder and you then load up the single player version of rF2 and select options and you can pick the race in question from the replays list and view any car from any angle.

Any protest lodged without a reference to the server replay may be disregarded and you may find that if I (the race steward) look at it I may see the incident differently than what is shown on your player replay.

- 3)** What you believe has happened and how the incident unfolded, so that I can see the point of view that you are looking at it from, and have actually reviewed the incident.
- 4)** Post this information requested above in the correct format on the forum with the subject of the post in this format.

Example below:

Post subject:

"2015 TPR V8SC , Round 3, Race 2, From Brodie Blackburn".

Post content:

- 1) 2015 TPR V8SC Round 3 Race 2
- 2) Time stamp 4398.345 on lap 51
- 3) I believe Adam Majoram pushed me off the track and didn't re address in the race either by waiting or doing a drive through.

Once this has been posted on the forum the Race Steward will look at the incident specifically and make a decision. I would be as clear as you can in how you think the incident deserves a penalty and I would caution anyone who does not view the server replay before lodging a protest, as you may find that by not viewing the information correctly from the server replay you may be making a protest using mis information.

The Race Steward does review the races and can find any incident and apply any penalty, to any driver. Any driver penalized can lodge an appeal and the Race Steward will review it again but bear in mind some of these decisions are clear cut and some are complicated so if you wish to lodge an appeal make it clear as to why you think it is unfair after reading the penalty handed down and the reasoning behind it. Simply posting "**I appeal this penalty**" will be ignored, if you are appealing you need to show you have viewed it and read the Race Stewards findings and have a clear reason why the Race Stewards decision should not stand.

This must be lodged by 8:00pm Friday (directly following the race night).

Please do not feel that you are dobbing in anyone by submitting a protest any incident that is reviewed and acted upon helps all of us to become better drivers and racers so that we can try to not have these situations occur in the future, and will help us all to improve our racing and gain the most enjoyment out of it that we can.

8 - Race Results:

After 8:00pm on the Friday night of the race finishing all results posted are considered official as long as no protests have been received, if however a protest has been received then results must wait to become official until either the Race Steward or the admins have had the opportunity to review all incidents and calculate new points after any findings have been made. In the event a late protest is received this could cause delays so please be patient.

9 - Updates to these Rules:

These rules can be updated at any time when necessary to maintain clean racing here at Triple P Racing. If any updates have occurred a notice will be posted I the forum and

you will need to review this document to make yourself or your team aware of any changes.

10 – Rejoining races:

Races can now be rejoined in rF2 so please make yourself aware of the process. If you are disconnected during the recon lap the warmup will be started and you will be able to rejoin. However if you are disco'd during a race and are unable to rejoin then TPR admins have no control over that the server profile is set to allow race rejoins with your car in the same state it was when you left, as always in the history of racing on the internet your connection is considered to equivalent to a mechanical failure so that is something out of our control as well. If when trying to rejoin you must exit rF2 back to the launcher and then re load the multi-player lobby or your car may not be available or the server may not let you rejoin. The server will not be reset once the green light have come on or the race itself started unless there is a server error and it is a hardware issue on the server end.

Any driver rejoining the server after being disco'd from the recon lap will be placed at the back of the grid.

11 – Rejoining the server in Qualifying:

If you get disco'd during a qualifying session you must wait until instructed on TS before rejoining the server, there is a set time period after the clock runs down at the end of each session so there is plenty of time for a driver to re connect, if you have set a time you will be placed in the grid where your previously set time puts you in the qualifying order by the server if you have not set a time you will simply be placed at the back of the grid. Anyone rejoining while the session is still under way will receive a 30 point series penalty from the overall total for that driver and a warning added to them in the points table.

12 – Warnings received by drivers:

If you have done something that warrants a warning then it will be recorded on the points table overview page. If you accumulate 3 warnings in a series you will be given a race ban that must be served by you in a race as directed by the Race Steward you must be logged into the server and TS and it will carry over to any following event if you are absent from any event before you have served the race ban as directed by the Race Steward.

13 – Rolling starts:

In any race where a rolling start is required the race will have either 1 lap or the time equivalent of 1 lap added to its length so as we are not at the mercy of the rF2 starting system.

Once the green lights go on the race is effectively running but this is now considered to be the warm up lap. Drivers are to wait 2 seconds after the green light or the row ahead of them leave the grid to take off so that no one has any damage incurred as a results of over exuberance of the standing grid.

Once the field are close to the start finish straight they must form up in double file format as per the qualifying order and in the absence of a SC Driver the driver on pole will go once the SC Driver or the last car on the grid gives the all clear to indicate that the field is now in double file and the race is then ready to start. Once this command has been given over TS the driver on pole who has been maintaining 80KPH can then chose the time he wants to accelerate away and does not have to give any indication of his actions to accelerate and start the race itself. **SO PLEASE PAY ATTENTION!**

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